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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY India/Ceylon/Karikal (French India)

REPORT NO.

SUBJECT Port Conditions and Shipping Information

REF	
1	
CD NO.	
OO/C NO.	
ORR NO.	
DAS NO.	
OCL NO.	

PLACE ACQUIRED
(BY SOURCE)

25X1C

DATE ACQUIRED
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DATE (OF INFO.)

DATE DISTR. /7 Nov 54

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THIS IS UNEVALUATED INFORMATION

NO. OF PAGES 2

NO. OF ENCLS.

SUPP. TO
REPORT NO.

SOURCE



1. India. Improvements were in progress at the port of Calcutta as of 25X1C [REDACTED]. These are intended to enable ships of 30-feet draft at spring tide and 26-feet draft at neap tide to reach Calcutta. To this end a 400-yard spur has been built about 11 miles south of Calcutta at an estimated cost of over US\$600,000.

2. Calcutta has currently been handling about nine million tons of cargo annually, with up to 1800 entries annually of ocean going vessels.

3. Ceylon. At the recommendation of the Chamber of Commerce at Colombo the Ceylon Ministry of Transport had approved [REDACTED] drafting 25X1C legislation defining the liabilities of landing companies. [REDACTED] This data supplements paragraph 7 of [REDACTED]

4. At present warehouses are allotted to landing companies; these warehouses are jointly controlled by the landing companies and the Customs, neither one accepting responsibility for theft, pilferage or damage to cargo. In addition to this situation, employees of landing companies and of shipping agents who are engaged in semi-outdoor work (such as tracing, checking and clearing cargo) and minor customs officers actually exchange information on the whereabouts and contents of packages of desirable goods. This information reaches the pilferers. All contributing parties share in the proceeds of the spoils.

5. Some consignees are also believed to be implicated because instances are known where goods have been removed in the port area and hidden; after survey for insurance purposes they have been replaced and delivery taken ex customs. In fact, goods in excess of those documented have actually been cleared. Grain in bags is particularly susceptible to this treatment.

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6. As neither landing agents nor customs will accept liability, it is not difficult for lighter men or people taking clearance to obtain exception endorsements on receipts to support insurance claims.
7. Large volumes of import cargo add to the problem as cargoes ex barges from several steamers are tallied at the same time and the confusion enhances opportunities for pilferage.
8. When part shipments are removed from the dock area, the gate pass for the whole shipment is not surrendered until the balance is removed. When the gate pass is given up, the difference in this balance and the number of packages on the pass is frequently made up of stolen packages.
9. Karikal (French India). As a result of the lessening of political tension it is now [redacted] possible for surveyors from Nagapatam to enter Karikal to conduct surveys. [redacted] This data supplements paragraph six of [redacted]

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LIBRARY SUBJECT AND AREA CODES

C-02-0615	11/54
756-55	EU
756-576	EU-
756-511	4U
756-545	4U
111.5	615 U

(+3)

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